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REDWOOD EMPIRE ASSOCIATION
35 Post St., San Francisco

September 8, 1942

The following is offered as sentiments of a cross-section of taxpaying groups and Supervisors in Bridge District counties, six of which are in the Redwood Empire:

Greatest potentiality of toll revenue deficit relates to passenger auto (50% civilian) traffic. Deceleration of that traffic volume will continue in direct proportion to the degree of further Federal restrictions which may be imposed by Federal authority against civilian automobile use, for example: severe rationing of gasoline; taking by the Federal government of privately owned automobiles and/or tires; other Federal-imposed restrictions.

Deceleration so far is primarily due to Federal restrictions imposed on account of rubber shortage and non-manufacture or sale of automobiles to the general public.

Since Federal restrictions will have imposed the toll losses, and therefore cash deficit, therefore it is only fair that the Federal government should reimburse the Bridge District for those losses, so that the taxpayers would not be forced to dig up for those deficits.

It would be extremely unfair to force the taxpayers, who had the courage to pledge their properties as collateral, in order to make the Bridge available; then charge Bridge operation and maintenance to those taxpayers; when the Bridge will, for the most part, after constricting penalties are imposed, be used by governmental vehicles and vehicles carrying men and materials to and from war industry plants.

While present free use of the Bridge by government officials and their relatives is an important factor, it is not the most important factor in support of Congressional authorization and appropriation, for reason above outlined.

Also, the greatest potential toll factor is that relating to passenger autos, wherein 457,896 crossed in August, 1942 (incidentally, -- loss compared with 1941) while non-rental governmental vehicles totaled 52,508 for August, 1942.

The actual amount of toll revenue is an important factor in the minds of the taxpaying groups, in terms of potential deficit. The above figures speak for themselves on that point.

The argument that "if such a measure is introduced beneficial to the Bridge District, then all other business enterprises in the United States will want to be similarly reimbursed on account of their losses due to war time restrictions" -- is not pertinent in this case.

The Bridge District is not a private enterprise; it is a public non-profit enterprise; both ends of the Bridge rest within military reservations; how would the military cross the Golden Gate if this Bridge were not adequately maintained and kept open?

Bills have already been introduced in Congress relating to reimbursement to private business enterprises suffering because of the war time restrictions, which is entirely separate from and not in any way related to the instant proposed Congressional authorizations and appropriations for the Golden Gate Bridge and Highway District.

Your Association will gladly cooperate in every possible way, and it is obviously important that those two organizations, whose constituencies are more or less the same, continue with a united front in support of the needed Congressional authorizations and appropriations.

September 11, 1942

PLEASE COMMUNICATE WITH YOUR CONGRESSMAN IMMEDIATELY:

Attached is memorandum of subject matter orally submitted to the Golden Gate Bridge directorate today by the writer, following up conferences attended jointly with the President and the General Manager of the Bridge District, Congressman Clarence F. Lea and the writer; also conferences with the Bridge District Attorney.

Since this memorandum was prepared, the President of the United States announced specific plans for "mileage-rationing", the terms of which are more reasonable than we had anticipated.

Nevertheless, the Bridge District may sustain future losses in toll revenue from civilian motorist traffic, due to the new mileage-rationing plan, which losses should be reimbursed by the Federal government through Congressional authorizations and appropriations, thus obviating the necessity of taxpayers in the Bridge District counties "digging up" the wherewithal to meet deficits.

It is obviously unfair for the Federal government to expect the local taxpayers within a limited area, such as the six Bridge District counties, to dig up for deficits, when such deficits would be entirely due to Federal restrictions against civilian motorist traffic across the bridge.

This is obviously the obligation of all the people of the United States, since the bridge is being constantly used toll-free by a continuously mounting number of government and Army and Navy and other Federal officials and their families.

If you feel the same way about it, suggest you immediately communicate with your Congressman and urge his active interest in promulgating and bringing about the passage of such a Congressional Act as above proposed.

In the meantime, your Association, whose interests are those of the taxpayers of the Bridge District and Redwood Empire counties, stands ready to continue the campaign for the benefit of the taxpayers in those counties.

With best wishes and regards, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager



TRAVEL
STRENGTHENS AMERICA

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MEMORANDUM
REDWOOD EMPIRE ASSOCIATION

September 11, 1942

FROM: Bill Pascoe
TO: Clyde Edmondson
SUBJECT: Report re meeting with W.P.B. on mineral deposit roads.

Per previous appointment, the writer yesterday met with Mr. E. D. Turner of the Production Division of the War Production Board at 1355 Market St. and discussed with him the possibility of the W.P.B. aiding us and the war effort in getting allocations to build roads into the mineral deposits.

I outlined what our organization was first, then briefly reviewed our request, substantiating legality of the road construction by permitting him to read Section 6 of "The Defense Highway Act of 1941" (approved November 19, 1941) which I had with me.

He was very interested in those deposits containing magnesite and chromite (I pointing out those in Del Norte County, also those by Fr. Seward as examples).

He advised that the W.P.B. would be glad to help us in every way possible in Washington but requested a letter from us first which would outline the nature of the deposits, location thereof, the direct request for roads and their approximate location if possible, all to be backed up by copies of bona fide mining engineers reports (such as State Bureau of Mines, Oregon Bureau of Mines, Henry J. Kaiser's engineer that inspected them, etc.), maps of the area, assayers reports if possible and any other documentary evidence we might be able to assemble to lend authority to the analysis.

He informed me that the W.P.B. is continually being swamped with requests from all over the United States for the development of strategic minerals and that naturally many of them are worthless schemes of promotion, however he believed that we had a definite and valuable request in this respect and asked that we make the letter and other material submitted as strong as possible so that it would not bog down along the line.

The letter should be addressed as follows:

Production Division
Room 270
War Production Board
1355 Market Street
San Francisco

Gentlemen:

The envelope only should carry the address "Attention: Mr. E.D. Turner".

Bill Pascoe

REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

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September 12, 1942

Production Division
Room 270
War Production Board
1355 Market Street
San Francisco, California

Gentlemen:

Thank you for conference with you, also opportunity to address this communication to you.

We respectfully recommend and urge the following, under the terms of Section 6 of the "Defense Highway Act of 1941", approved November 19, 1941 with subsequent amendments:

- (a) That such access funds as are needed be immediately allocated to construction of roads and highways "to the sources of raw materials", to relieve the present existing shortage of strategic and critical materials needed for war production, including the construction of strategic network highways, also access roads and bridges, as declared by the Army and Navy to be necessary and essential to war operations. Deliveries of such materials from distant points by water are risky and delaying. Why not draw heavily on domestic sources?
- (b) That sources of raw material within Redwood Empire counties (counties above listed) and roads thereto, be given early consideration.

In response to your request for information as to nature of deposits, location thereof in the Redwood Empire, we are requesting the Boards of Supervisors and County Commissioners of the respective counties to forward you this data direct, including such data as said County officials may have obtained from State and Federal mineralogical and other experts, plus such maps, assayers reports and other documentary evidence as they may have available.

The Redwood Empire Association, non-profit governmental instrumentality, will be happy to continue cooperating with you and respective County Boards of Supervisors and County Commissioners, as "liaison agent".

Assuring you that early action will be in the national interest and extending greetings and compliments, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager

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REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

September 12, 1942

Honorable Board of Supervisors
County of _____
Address _____

SUBJECT: Access Road Funds to
Sources of Critical and
Strategic Materials

Dear Friends:

Attached copy of communication to Regional Office War Production Board, San Francisco, also copy of memorandum of conference therewith, is self-explanatory.

It is respectfully suggested that you forward complete data to the San Francisco office, W.P.B., per address given below, on the following:

Nature of mineral deposits, location thereof,
direct requests for roads and their approximate location
if possible, supported by copies of bona fide mining
engineers reports (e.g. State Bureau of Mines, Oregon
Bureau of Mines, Federal departmental reports; also
maps of the area, assayers reports and other documentary
evidence lending authority to the request and the analysis.

This material should be sent immediately to the following address:

Production Division
Room 270
War Production Board
1355 Market Street
San Francisco

The envelope only should carry the address
Attention: Mr. E. D. Turner.

Please note that the request should be made as strong as possible in order to obtain action with minimum delay.

If we can be of further service please call upon us.

With best wishes and regards, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager

NOTE: The above letter addressed to each Northbay County Board of Supervisors and Josephine County Commissioners, Grants Pass, Oregon.

REDWOOD EMPIRE ASSOCIATION NEWS BUREAU
85 POST STREET
SAN FRANCISCO, CALIFORNIA

RELEASE ON
RECEIPT

Sworn in as Lieutenant (j.g.), U. S. N. R., with temporary release from active duty until October, Clyde Edmondson, General Manager Redwood Empire Association, will shortly report to the Navy for training and active duty, on leave of absence from R.E.A.

As previously voted by the constituency, the Association will continue its operations in: the field of state and federal highway projects and legislation; publicity and advertising; special services to constituent counties and groups therein and to the Bridge District -- all within limits and under terms prescribed by federal restrictions and regulations.

Under policies prescribed by the Executive Board, the Association's technical operations will continue to be effectively and efficiently administered by the remaining staff. Whitney Allyn, executive assistant, will continue field and other service operations; Edwin H. Wilder will continue as publicity director and serve in other capacities.

Office operations and general channelizations will be in charge of Miss Valerie Kuhn, recently appointed executive administrator and assistant secretary, her assistants continuing to be Helen M. Weaver and Alice Taylor.

According to the General Manager, each of these staff members is fully qualified and experienced, having served the Association many years under diverse conditions and circumstances.

The Executive Board will assume the extra "load" involved; will meet periodically in various communities and counties to transact the Association's business affairs, the next board meeting to

be in Petaluma in October.

Executive board members serving without compensation or reimbursement of any kind are: president C. H. Demaray of Grants Pass, Oregon; junior past president Paul E. Mudgett, Fortuna; treasurer Frank P. Doyle, Santa Rosa; county vice presidents: Harold J. Boyd, San Francisco; Clifford Bartlett, Marin; Arthur W. Foster, Sonoma; S. J. Webber, Napa; George Hoberg, Lake; Walter Sandelin, Mendocino; K. B. McCarthy, Humboldt; V. K. Meedom, Del Norte; Judge W. A. Johnson, Josephine, Oregon; executive board members-at-large: George P. Anderson, Ukiah; M. Goldman, Petaluma; Leo Lebenbaum, Eureka; Harry Lutgens, San Francisco; C. A. Veale, Sausalito.

Unit presidents are: Supervisor L. D. Kirkpatrick of Upper Lake, Supervisors Unit; A. C. Hammond of Willits, Newspaper Publishers Unit; W. W. Shuhaw of Santa Rosa, Chambers of Commerce Unit; Leo Lebenbaum of Eureka, Hotel Resort Conference; Mark J. Fenton of San Rafael, Garage and Service Station Unit; Glenn Dippel of Arcata, Motor Court Unit; Richard Fleisher of Scotia, Real Estate Unit; Supervisor George C. Lindley of Ferndale, Shoreline Highway Association.

Attorney Elliot M. Epstein of San Francisco serves as legal counsel without compensation.

The Association's highway and legislative policies are prescribed by the boards of supervisors and county commissioners of respective counties; operation, administration and financial policies are determined by the R.E.A. board of directors and executive board, based on desires and ideas of the constituency, (including taxpayers, civic, agricultural, business and other organizations, also municipal officials and other groups throughout the nine counties), together with the Bridge District directorate.

REDWOOD EMPIRE ASSOCIATION NEWS BUREAU
85 POST STREET
SAN FRANCISCO, CALIFORNIA

RELEASE ON RECEIPT

REDWOOD EMPIRE CARRIES ON

SAN FRANCISCO, CALIF., SEPT. 11:- The present Executive Board will continue to carry on the work of the Redwood Empire Association, jointly with experienced staff, assuring continued highway construction negotiations and legislative campaigns, also continuing publicity, strictly in conformance with Federal regulations, as the result of canvass, by the Election Board, of mail ballots returned by the Association's constituency, counted here today.

With only three dissenting votes, the Association's constituency also voted to postpone its 22nd annual convention at Hoberg's in Lake County, also semi-annual meetings, for the duration.

"An over-flow convention -- the largest in the Association's history, will take place after victory is had," declared President C. H. Demaray speaking for the Executive Board.

"In cooperation with war operations and restrictions and in support thereof, the Association continues to produce results beneficial to the nine counties and the Bridge District, as it has for 22 hard-working and active years past, although this does place an extra heavy burden and will require greater sacrifices on the part of the Executive Board. The Board will continue to meet frequently with the staff, to assure adequate service and production, even under difficult conditions."

REDWOOD EMPIRE ASSOCIATION NEWS BUREAU
85 POST STREET
SAN FRANCISCO, CALIFORNIA

RELEASE ON
RECEIPT

REDWOOD EMPIRE DEMANDS ROADS TO TAP STRATEGIC
MINERAL AREAS; DEMANDS IMMEDIATE PRODUCTION OF
ALL TYPES OF SYNTHETIC RUBBER.

ANNUAL CONVENTION POSTPONEMENT RECOMMENDED;
SCHEDULED FOR HOBERG'S, LAKE COUNTY, AFTER
WAR ENDS.

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SAN FRANCISCO, AUGUST 28: Federal authorities were urged by the Executive Board Redwood Empire Association, meeting here today, to immediately provide access road funds adequate to tap areas where quantities of critical and strategic materials may be mined and transported for war industry use, thus relieving priority problems and expediting manufacture of war equipment (tanks, ships, planes and guns), also making available materials needed for highways required by the military; simultaneously urged Federal authorities to quit bickering about "which is the best method of synthetic rubber production" and proceed immediately with maximum production of all types.

To conserve man-power, time, energy, funds and automobile tire usage for the war effort, the Executive Board also authorized a mail ballot to its constituency throughout the nine counties, unanimously recommending that the Association's 22nd Annual Convention, originally scheduled for Hoberg's in Lake County, be postponed for the duration of the war, the convention to be staged at Hoberg's as soon as practicable after the war terminates.

This important decision was based on the desire of the Executive Board members and many R.E.A. constituent groups to cooperate 100% with war-time needs.

It was pointed out that many Redwood Empire leaders are now in, or about to enter, the armed services; many are working in war industry plants; others are giving all available personal time to civilian defense duties; these leaders should not now be called upon to sacrifice additional time, energy and funds to

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attend a convention which can be postponed under present restricted circumstances.

Executive Board members expressed their willingness to continue to carry on the Association's work, at even greater personal sacrifice than heretofore -- under war time conditions and restrictions.

Many of the Association's operations are related and beneficial to the war's prosecution, with particular reference to State and Federal highway projects and legislation, wherein the Association serves as official liaison on behalf of the nine counties and Bridge District, cooperating with State and Federal officials and agencies, under the National Defense Highway Act which the Association originally promulgated.

The Executive Board also recommended postponement of the Semi-Annual Convention and Directors' meeting which ordinarily would have been held in the spring of 1943.

Other action taken by the Executive Board today: re-adjusted operating and production schedule and staff to new conditions applicable for the remainder of the current fiscal year; accepted from the General Manager (for analysis and later action) four different proposed operating schedules for the fiscal year 1942-43, each such schedule being applicable to a different condition which may develop later;

Completely reviewed future potentialities and operating policies as submitted by the General Manager, who, together with the Administrative Assistant, expects to enter the armed forces of the United States soon; appointed Miss Valerie Kuhn (now secretary to General Manager) as Assistant Secretary of the non-profit R.E.A. corporation, to serve as administrative officer while the General Manager is on leave in the service;

Authorized continuation of campaign designed to induce the Congress to appropriate funds for the maintenance of the Golden Gate Bridge to relieve Bridge District county taxpayers of potential future deficits that might accrue due to war

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time restrictions imposed by the Federal government; offered cooperation to Sonoma County Board of Supervisors regarding renewal of Healdsburg Dam;

Offered service facilities and cooperation to the Supervisors Unit with reference to State Act taxing wayside enterprises; also with reference to potential Congressional Act proposed to aid small businesses knocked out by war, especially wayside enterprises, so that latter can pay local, city, county and state taxes;

Authorized continued campaign designed to bring about matched schedules for northbound night train and bus between San Francisco, Eureka, Crescent City, Grants Pass and Portland; authorized completion of color-sound motion picture productions for showing in service posts and camps, also for national distribution -- to keep Redwood Empire attractions "alive in the public mind for the duration", thus building up future cash-customer-visitor patronage and new settlers after the war ends.

Certain curtailments were ordered, as recommended by the General Manager; letter of appreciation was ordered sent to the owners of the building at 85 Post Street for substantial reduction in rent for working quarters (for the duration) now occupied by the Association.

"The Association will continue to adequately serve the nine counties and the Golden Gate Bridge District which it represents, also the County Boards of Supervisors and Commissioners, city officials, Bridge District Directorate, civic, agricultural and other organizations and groups throughout the Empire", declared President C. H. Demaray of Grants Pass, Oregon, who presided at today's session.

"Motivated strictly by patriotic principles and the desire to lend every possible aid to earliest possible victory, the Executive Board members from the nine counties have volunteered to sacrifice even more of their own personal time, thought, effort and energy, without compensation and will

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continue to pay their own traveling expenses out of their own pockets, without reimbursement -- to see that maximum service is rendered and maximum results obtained, in the national interest and in the Redwood Empire interest", continued President Demaray.

"When the war is over, the Association's internal organization structure will be intact, it will have continued to produce substantial results compatible with and beneficial to the victory program; the Association will be in its usual strong position of being able to adequately meet future competition and deliver even greater results to Redwood Empire counties and the Golden Gate Bridge District treasury -- at minimum cost to the constituency".

Besides President Demaray, Executive Board members in attendance included: Treasurer Frank P. Doyle, Santa Rosa; County Vice-Presidents Clifford Bartlett, Marin; S. J. Webber, Napa; George Hoberg, Lake; Walter Sandelin, Mendocino; Directors George P. Anderson of Ukiah, M. Goldman of Petaluma, W. W. Shuhaw of Santa Rosa; also Attorney Elliot M. Epstein of San Francisco; together with General Manager.

REDWOOD EMPIRE ASSOCIATION

... 85 Post Street ... San Francisco ... GARfield 6554

IMPORTANT ANNOUNCEMENT

Your general manager and secretary, Clyde Edmondson, expects to be called into the Armed Forces soon, for which reason the Executive Board of your Association has granted him a leave-of-absence, effective as of the date he is sworn in.

Effective on same date, Miss Valerie Kuhn will become executive administrator in charge of your Association's office and paper work with legal title "assistant secretary".

She will expeditiously channelize and administer your Association's operations, under policies prescribed by the constituent counties, Board of Directors and Executive Board.

Administrative Assistant William S. Pascoe also expects to be called into the service soon. Northwest and southwest representatives are on leaves-of-absence.

Redwood Empire Association staff for the duration will continue at a minimum.

Cordially yours,

C. H. Demaray, President
(For the Executive Board)

September 1, 1942

QUESTIONS AND ANALYSES -- RELATING TO WHETHER ANNUAL CONVENTION, ELECTIONS AND SEMI-ANNUAL MEETINGS OF YOUR REDWOOD EMPIRE ASSOCIATION SHOULD BE HELD UNDER WAR TIME RESTRICTIONS AND CONDITIONS:

Is it proper and patriotic to stage the R.E.A. annual convention this October? If so, would it be a "flop" if staged? Same questions about the annual election, also about the usual semi-annual meetings.

LEADERS WHO ATTEND THE CONVENTION DO SO ON A VOLUNTARY BASIS, PAYING THEIR OWN TRAVELING AND HOUSING EXPENSES OUT OF THEIR OWN POCKETS, BESIDES GIVING THEIR OWN TIME AND ENERGY. YOUR ASSOCIATION DOES NOT PAY THESE EXPENSES.

Is it proper to ask these same people, now busy with the war effort, to take time to attend a convention? Under present restrictions, is there enough work or are there enough problems for committees or units to settle to warrant this time and money expenditure, by them? Or do you wish your Executive Board to carry on without taking up the time of a lot of other people? (particularly because many leaders who previously attended the conventions are in the armed services, others are working in war industry plants, many are so short-handed that they can not leave their places of business, must stay on the job.)

Is it proper to ask these leaders to use their tires to attend the convention -- particularly since this is contrary to specific directives issued by the Office of Defense Transportation and contrary to the general patriotic requirements? (The ODT and other Federal Board officials have issued directives favoring short trips and vacations for change of scenery, rest and relaxation for war workers and other workers; the ODT does not consider a convention to be a "vacation").

Will it not be more proper to "save time, manpower, tires and funds for the war effort" by postponing the convention?

Same questions (for the same reasons) about holding annual elections: --

For the past number of years, a Nominating Committee of 6 in each county has met at the call of each County Nominating Chairman to select candidates, followed by inter-county nominating committees. This would require their time and funds and use of their tires by the many Nominating Committees members -- twice!

Thereafter mail ballots are sent to constituency (which costs money). At the conventions, in prior years, the retiring Directors meet; then the newly elected Directors -- requiring expenditure of their time, funds and use of their tires in both instances.

The question of elections of officers also involves the expenditure of time, funds and the use of tires -- not only by convening the Board of Directors from all the counties as a whole, but also (as required in the By-Laws) that Directors in each county must meet in advance of inter-county meeting to select county Vice-President-Executive-Board-Members.

As to whether the Executive Board has the authority to carry on, following is copy of Article VII, Section 2:

"FUNCTIONS: The Executive Board shall be charged with the Administration of budget and policy as prescribed by the Board of Directors. It shall transact the business of the Association, in cooperation with the General Manager and Secretary. It shall let contracts, contract bills, etc. and act upon all other matters pertaining to proper execution of schedule and program. It shall budget and disburse the general funds of the Association, in cooperation with the General Manager and Secretary, consistent with the budget and policy laid down by the Board of Directors, and consistent with the general program and schedule."

REDWOOD EMPIRE ASSOCIATION

Non-Profit Travel Promotion Organization and Government Instrumentality Operated By Nine Counties

C. H. DEMARAY, President. PAUL E. MUDGETT, Past President. FRANK P. DOYLE, Treasurer. CLYDE EDMONDSON, General Manager. ELLIOT M. EPSTEIN, Counsel

COUNTY VICE-PRESIDENTS AND EXECUTIVE BOARD MEMBERS

SAN FRANCISCO HAROLD J. BOYD	NAPA COUNTY EDWIN R. HENNESSEY	HUMBOLDT COUNTY GEORGE G. CLONEY
MARIN COUNTY CLIFFORD BARTLETT	LAKE COUNTY GEORGE HOBERG	DEL NORTE COUNTY HERBERT J. FEHELY
SONOMA COUNTY ARTHUR W. FOSTER	MENDOCINO COUNTY WALTER SANDELIN	JOSEPHINE COUNTY JUDGE W. A. JOHNSON

EXECUTIVE BOARD MEMBERS AT LARGE: GEORGE P. ANDERSON M. GOLDMAN HARRY LUTGENS GAIL D. APPERSON LEO LEBENBAUM

Executive Offices: 85 Post Street .. Telephone GARfield 6554-55 .. San Francisco, California

August 14, 1942

Mr. A. M. Gilbert, Secretary
Progressive Club of Stinson Beach
Stinson Beach, California

Dear Mr. Gilbert:

Thank you for copy of your letter to the Marin County
Board of Supervisors sent to Bill Pascoe of this office.

Your splendid cooperation and support is most encouraging
and appreciated.

We understand that the Marin County Board of Supervisors
have budgeted the full amount.

Thanking you again and with best wishes and regards,
we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager

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NON-PROFIT PARTICIPATING AFFILIATED UNITS

REDWOOD EMPIRE SUPERVISORS UNIT SUPERVISOR ED HAEHL, PRES.	SHORELINE HIGHWAY ASSOCIATION SUPERVISOR GEORGE C. LINDLEY, PRES.
REDWOOD EMPIRE NEWSPAPER PUBLISHERS UNIT A. C. HAMMOND, PRES.	REDWOOD EMPIRE MOTOR COURT UNIT GEORGE PARRISH, PRES.
REDWOOD EMPIRE CHAMBERS OF COMMERCE UNIT W. W. SHUHAW, PRES.	REDWOOD EMPIRE REAL ESTATE UNIT RICHARD FLEISHER, PRES.
REDWOOD EMPIRE HOTEL-RESORT CONFERENCE LEO LEBENBAUM, PRES.	REDWOOD HIGHWAY ASSOCIATION C. H. DEMARAY, PRES.
REDWOOD EMPIRE GARAGE AND SERVICE STATION UNIT MARK J. FENTON, PRES.	REDWOOD EMPIRE AND NORTH COAST COUNTIES DISTRICT CHAMBERS OF COMMERCE

LOS ANGELES OFFICE . . . 1000 WEST SIXTH STREET TELEPHONE . . . MICHIGAN 7501

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REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

August 6, 1942

Congressmen Clarence F. Lea
Richard J. Welch
Frank H. Buck
James W. Mott
Thomas Rolph
Washington, D. C.

Dear Friends:

We have just received the following word from the California State Director of Public Works:

"Failure of the War Production Board to expedite the granting of priority ratings for certified highway projects is creating a serious bottleneck in the Defense Highway program in California."

Delay on the part of the War Production Board in granting necessary priorities, he said, is handicapping the Division of Highways of the Public Works Department in proceeding with the construction program requested by the Army and U.S. Public Roads Administration.

This is indeed a serious and critical situation of which you are no doubt already aware.

To meet wartime requirements and in the national interest, we respectfully urge that steps be taken which will immediately release the materials necessary for the construction of the roads and highways prescribed by the Army authorities as necessary.

Another subject: What can we do to assist in bringing about establishment of Navy Academy or Training Station on the Pacific Coast? For example, utilization of the college facilities already existing on the Pacific Coast, as is being done in midwestern and eastern colleges?

Thanking you and extending compliments and greetings, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager

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REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

August 24, 1942

Congressman James W. Mott
319 Oregon Building
Salem, Oregon

Dear Congressman Mott:

Thank you very much indeed for your very illuminating and intelligent analysis of the Federal highway situation relating to: strategic and access classifications; WPB Order L-41; delays to vitally needed highway construction due to withholding of priority releases for materials.

We are fully aware that you have been doing yeoman service in support of adequate Federal Aid highway allocations and authorizations -- in peace time and in war time, and the latter is said without any political attitudes or reactions whatsoever, since the Redwood Empire Association and its staff are **not** engaged in politics in any way, shape or form, political activities or operations being entirely excluded and prohibited in Redwood Empire Association operations.

Our concern and responsibility is to the taxpayers of the nine counties -- in this instance, in the matter of adequate State and Federal highway financing, in peace time and in war time.

You ask for further suggestions, gladly submitted herewith:

- (1) Per previous communication, that the Congress continue to rigorously and unequivocally protect the fundamentals of the original Federal Aid highway structure and formula, for the duration, so that same may be available for utilization after the war terminates.
- (2) That Federal agencies involved in the question of allocation of strategic and critical materials through priorities set up and operate under a sound business-like procedure in the matter of priorities, in the form of a "perpetual inventory system".

While this may appear complicated, it is simple and effective -- compared with any other system that might be devised.

It would operate somewhat as follows:

- (a) Estimated requirements of all Federal departments and other classifications would be determined, with reference to each type of material, and the proper classification being set up in the order of their importance as related to war operations, based upon the total present and anticipated quantity of each type of material available.

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For example, the requirements of the Army and Navy would be set up first; then the next requirements in the order of the importance as related to war operations.

- (b) Heads of all departments and classifications would be notified of total amount set up as available, based upon which department or classification could within its own realm determine the order of importance allocations to various operations within each such department or classification. As quantities are withdrawn by each department classification, said quantities would be deducted from the toll sheets (for records), so that at all times residue quantities would be known as related to each department or classification with respect to each type of material.
- (c) For example, with reference to construction of highways prescribed as needed by the Army or Navy or both: so many tons of steel, so many tons of asphalt, so many quantities of other materials, in the original master allocation, would be set up for highway construction, and the Public Roads Administration would be notified. The Public Roads Administration in consultation with the Army and Navy and State Highway departments, having thus been advised as to quantities of each type of materials available, could then proceed to set up a list of those construction projects in the order of their importance, and State Highway departments and contractors would be notified accordingly. As materials are gone, same system would be conducted so that at all times exact amounts of materials of various types and kinds would be known -- perpetually.

Naturally, this system would have to be flexible, especially in war time, when emergencies would develop and some transfers would have to be made in the matter of allocations of materials as between departments and classifications, based upon needs as they arise and change from time to time.

However, that can be simply handled insofar as records are concerned, under the perpetual inventory system.

This sytem would eliminate the confusion, delays, lack of information and knowledge and, on the other hand, would contribute to efficiency, dispatch and comparatively fast clearance.

If we can render further service in this connection, please call upon us.

Thanking you for your continued interest and with best wishes and regards, we are

Sincerely yours,

SIMILAR LETTERS SENT TO
OTHER SENATORS AND
CONGRESSMEN FROM THE WEST.

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager

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CALIFORNIA HIGHWAY COMMISSION

L. L. Penfield, Secretary
So P. O. Box 1499
Sacramento, California

August 24, 1942

Mr. Clyde Edmondson
General Manager
Redwood Empire Association
85 Post Street
San Francisco, California

Dear Clyde:

To compliment you highly on a very efficient and successful party. During two years of close associateship with you on Treasure Island I learned to admire your operations, and it is a pleasure to continue our friendship.

I congratulate you again, Sir.

With warm personal regards.

Truly yours,

/s/ L. L. PENFIELD, Secretary
California Highway Commission

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NATIONAL GEOGRAPHIC MAGAZINE

Washington, D. C.

August 12, 1942

Mr. Clyde Edmondson, General Manager
Redwood Empire Association
85 Post Street
San Francisco, California

Dear Mr. Edmondson:

May I again thank you for your most helpful and efficient cooperation -- this time in assisting Miss LaVerne Bradley in getting the kind of material she wished for her WARTIME SAN FRANCISCO article.

Once more may I say that for a period of years the National Geographic Society magazine has turned to you again and again, and always has received the intelligent and capable direction, counsel, and guidance of your office.

What has impressed me is that not only are the willingness and enthusiasm there -- which is usually the case -- but you are always so helpful in making specific arrangements, contacts, and providing the information desired.

Won't you extend my personal regards to Mr. Mudgett, Mr. Doyle, Mr. Anderson, and the others of your associates whom I had the pleasure of meeting when I was in San Francisco?

My only regret is that I have not had recent chance to be out there again.

My very high regards, and thanks, to you.

Sincerely,

/s/ J. R. HILDEBRAND
Assistant Editor

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REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

August 18, 1942

Mr. Harold Bell Wright
Quiet Hills Farm
Escondido, California

Dear Mr. Wright:

Thank you very much indeed for your nice letter of August 14th and for your courtesy in forwarding me advance copy of your new story, "The Man Who Went Away", with your signature inscribed therein.

I shall read this book with considerable interest and pleasure.

We were indeed happy to have furnished you information last October concerning the Empire for your use, when the book was in the making, and we are glad that it was of service to you.

Please feel free to call upon us at any time in the future when we can render service.

Thanking you again and with kindest regards, I am

Sincerely yours, August 18, 1942

REDWOOD EMPIRE ASSOCIATION

Mr. Harold Bell Wright
Quiet Hills Farm
Escondido, California

Clyde Edmondson
General Manager

Dear Mr. Wright:

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Office of The
BOY SCOUTS OF AMERICA

Los Angeles Metropolitan Area Council
204 Bendix Bldg., 1206 Maple Ave.
Los Angeles

August 21, 1942

Redwood Empire Association
85 Post Street
San Francisco, California

Att'n: Clyde Edmondson
General Manager

Gentlemen:

This is to express the deep appreciation of the Boy Scout Commission of the American Legion Department of California and my personal thanks as well for the material which your organization contributed for use in competition for the National American Legion Boy Scout trophy. The material which you sent will greatly assist in presenting the beauty, resources and history of the State of California and will be of great value in identifying the locale and background of our Boy Scout activities in this state.

Your splendid cooperation and gracious assistance will be noted in the records of the American Legion Department of California and will receive just and proper consideration, I am sure, at our national headquarters.

Under separate cover I am returning the photographic material which was not used.

Yours most cordially,

/s/ JUDGE BENJAMIN J. SCHEINMAN
President

THE ALL-YEAR CLUB OF SOUTHERN CALIFORNIA, Ltd.

Headquarters: 629 South Hill Street, Los Angeles, California

VACATION TOTAL SURPRISING

Latest figures indicate a surprising amount of out-of-state vacation travel still moving to Southern California.

For 1942, so far, thru June.	516,118
Last year (all-time peak year for travel)	
same period	799,227
1933 (pit of depression for travel)	
same period.	342,016
1929 (peak of economic good times)	
same period.	376,793

This is purely recreational travel, with all military, business, defense worker, migratory labor, and other classes deducted.

Month of June alone.	110,261
June last year	203,748
June of 1933.	96,924
June of 1929.	117,796

VACATIONS HELD WAR NECESSITY

The latest, all-conclusive pronouncement of government policy regarding war-time working conditions places heavy stress upon two points which the All-Year Club has been pounding away at steadily:-

1. Vacations are more essential than ever in war times.
2. War-time vacations should be staggered.

The pronouncement was made jointly by the War and Navy departments, War Production Board, Maritime Commission, Public Health Service, War Manpower Commission, Commerce Department, and Labor Department, as follows:-

"The policy of providing opportunity for restoration of energy of employees by a vacation period away from the job is demonstrated to be conducive to sustained production and is even more sound under emergency conditions to industry today than in peace-time.

"Experience demonstrates that by providing regular opportunities for men to have a limited period of time away from the job makes it easier to control sporadic absenteeism.

"Vacations should be staggered and spread over the longest possible period. Vacations should not be permitted to excuse any shut-down of any department of any war production plant except where such shut-down would not curtail production."

This statement follows another from Joseph Eastman, Defense Transportation Director, discouraging conventions and state fairs, but specifically stating that, "We do not regard vacation travel as unnecessary."

Back in September, 1940, when the country was driving toward preparedness, Managing Director, Don Thomas made the first effort to establish the value of vacations at a meeting of the International Association of Tourist Officials, in Detroit.

From this speech, Bruce Macnamee, Chief of the U.S. Travel Bureau, adopted for his bureau the theme, "Travel Strengthens America". Coincidentally All-Year Club national advertising and publicity campaigns heavily stressed the need of vacations to keep America well and operating at peak production.

Last year at Washington and again this February at New York, Thomas influenced the tourist officials association and the North American Travel Conference to adopt concrete programs designed to impress public and government with the importance of vacations to national well-being.

Ever since the growing transportation bottleneck became evident, the All-Year Club has pressed a constant campaign for "staggering" of vacations.

Cordially,

/s/ PORTER BRUCK, President

August 13, 1942

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REDWOOD EMPIRE SUPERVISORS UNIT
85 Post St., San Francisco, Calif.

July 23, 1942

Honorable Thomas Rolph,
United States Congressman
Washington, D.C.

Dear Congressman Rolph:

Thank you for your letter of June 20th and enclosed communication dated June 16th to you from Major General E. Reybold, Chief of Engineers, War Department, Washington, D.C.

While we do not presume to indicate what steps should be taken or procedure followed, it would appear necessary for the Congress to either enact specific appropriations, also enabling statutes authorizing a specified Federal department to pay bridge maintenance costs.

While it remains to be seen what reply you will receive from the Public Roads Administration, it is doubtful that, under existing statutes, the Public Roads Administration would have legal authority to apply existing Federal Aid (regular or National Defense or other) funds for maintenance of the Golden Gate Bridge, or any other bridge, not already under the jurisdiction of the Federal government, (even though the bridge might be publicly owned and operated by a political subdivision, as is the case with the Golden Gate Bridge).

We also understand that there is at least one case, which establishes a precedent, wherein the Federal government is maintaining a bridge, namely the "Huey Long Bridge" in Louisiana.

It would be worthwhile to determine what type of legislation was enacted to provide Federal maintenance for that and possibly other toll bridges.

We shall await with interest your further advices.

In the meantime, we understand that Congressman Lea, dean of the California delegation, will shortly call another conference regarding the above. Attached is copy of late communication to Congressman Lea on the subject.

Many thanks and best wishes and regards, I am

Cordially yours,

L.D. Kirkpatrick, President
Supervisors Unit

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REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

July 10, 1942

Congressman Clarence F. Lea
Washington, D. C.

Dear Congressman Lea:

Thank you for your letter of July 3rd with reference to potentialities in connection with Federal Aid for maintenance of the Golden Gate Bridge.

You state that "Congress does not attempt to select the particular route for financial support by the Federal government. That is an administrative matter with, first, approval by the State authorities and more or less, nominal approval by the Federal authorities."

Factually, the Golden Gate Bridge does not come in the latter category, but rather stands in a classification of its own, probably without parallel instance in the United States, as follows:

- (a) The Golden Gate Bridge is not a part of the State Highway System; the State, therefore, has no jurisdiction over the Golden Gate Bridge, either as to maintenance, operation, toll charges or other jurisdiction, with the exception that the Bridge District functions in accordance with acts originally adopted by the State Legislature.
- (b) The Bridge, as you know, was originally financed exclusively by bonds sold by the Bridge District, under authority of the State acts and the Bridge District counties, the bonds backed collaterally by the taxable property of the six Bridge District counties. Again, neither the State nor the Federal government participated financially in the construction of the Bridge, or its present operation and maintenance.
- (c) Factually, unlike other bridges, both ends of the Golden Gate Bridge rest on and in United States military reservations, namely: The Presidio of San Francisco on the south and Fort Baker, Marin County, on the north.

The Bridge is the only means of access for vehicles and persons alike between these two United States military reservations.

Had not the taxpayers of the six counties had the courage and determination to bring about the construction of that Bridge and pledge their property behind it -- how would the military and other Federal agencies obtain quick access between the two military reservations and others to the north and south on the coastal highway system?

The Bridge is obviously vital to the armed forces and to other elements essential to the prosecution of the war effort.

Had the Federal government not imposed restrictions already imposed, certainly

(over)

if more stringent restrictions are imposed in the future, then no deficits would have accrued in the future.

However, by virtue of these restrictions, it appears that deficits will accrue in the future, because of a reduced civilian traffic, caused by Federal restrictions.

It is certainly unfair and un-American to force the taxpayers who happen to live in a given area within frontier combat zone to dig up their own local, personal funds, to finance Bridge maintenance, which in the future, by virtue of restrictions, may for the most part be used by the armed forces and other Government agencies toll-free, for the prosecution of the war.

The war effort is of national concern and the interests of all the people of the United States are affected.

Therefore, all the people of the United States should contribute to the maintenance of the Bridge, by virtue of the national interest.

It is therefore respectfully suggested that the above conditions be taken into consideration and that proper bills be introduced calling for special appropriation to finance Federal maintenance of the Golden Gate Bridge under said special conditions, which conditions probably do not exist elsewhere in the United States.

Whether the maintenance funds should be spent through this Federal agency or that Federal agency is a mere matter of mechanics; the important proposition is to first make the funds available and enact the necessary authorization.

Be assured that your active prosecution of the project will be greatly appreciated by the taxpayers in the counties who are already paying substantial sums in the Federal treasury buying war stamps, bonds, etc., and who cannot stand much more of a heavy tax burden locally.

Thanking you, conveying greetings and regards, I am

Cordially yours,

(SIGNED)

L. D. Kirkpatrick, President
Supervisors Unit
REDWOOD EMPIRE ASSOCIATION

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CONGRESS OF THE UNITED STATES
House of Representatives
Washington, D.C.

July 3, 1942

Mr. L. D. Kirkpatrick, President
Redwood Empire Supervisors Unit
85 Post Street
San Francisco, California

Dear Mr. Kirkpatrick:

I have been in contact with Congressman Welch and others as to the most available course to pursue with a view of helping the Golden Gate Bridge and Highway District's situation.

I am asking the Golden Gate Bridge and Highway District for suggestions as to the proposed remedy to meet their situation having in mind that any plan proposed should have approval of the Bridge authorities. As you are, of course aware, the general method of Federal support to State Highways and bridges, is through the Federal Aid System under which the practical application of Federal funds to State Highways is with approval of the State Highway authorities. Congress does not attempt to select the particular route for financial support by the Federal Government. That is an administrative matter with, First, approval by the State authorities and more or less, nominal approval by the Federal authorities.

The War emergency situation has developed a more direct method of meeting war needs by permitting Federal funds to be applied by administrative action for the construction and improvement of roads to meet military needs. A bill recently passed and now pending on the President's desk for signature also permits Federal funds to be used for maintenance on these war needed roads.

Of course, it has always been true independently of the Federal Aid Road System, the Federal Government has directly appropriated money for the construction of highways to Government plants such as Naval Stations, Army Fields and civilian activities of the Government.

So far, the War policy has not included funds contributed to a road already constructed which affords satisfactory transportation.

The Golden Gate Bridge District, in my judgment, suffers an unwarranted hardship in carrying so much toll free traffic. It would be in much better financial condition if that traffic paid a just toll in line with others who use the bridge. The unfortunate feature to account for this situation is the terms agreed upon originally by the Bridge authorities in securing a permit from the War Department for the bridge and its approaches. Undoubtedly the situation as developed as to the amount of toll free traffic was not anticipated at that time. There seemingly was no reason at that time to anticipate the important volume it has assumed at the present.

This Bridge, through action of the State Authorities could, of course, be made toll free in which case the burden of its maintenance would rest upon the State as in the case of other State Highways. It is recognized, however, that up to this time it has been difficult for the State Authorities to accomplish this purpose.

(over)

In the second place, the situation could be bettered by restricting the free toll provision. The right to this free toll has been tried out in the Courts and the present provision sustained.

The free toll provision now so burdensome to the Golden Gate Bridge, can only be remedied by action of the Federal Government. On account of the large number of Federal Agencies receiving the benefit of the free toll provision, the Federal Government has taken no favorable action.

Another possible remedy would be by subsidy, but restriction on the free toll privilege would really seem to be a more practical method of securing action if the Federal Government is willing to make any relaxation of this present advantage.

I recognize the facts set forth in the position of your Unit in its letter of May 26th, which shows the need and justice of some relief to the Counties financially responsible for the maintaining of the Golden Gate Bridge.

There is an undetermined effort to work out a relief plan here which may develop a practical remedy, but on account of the incomplete consideration, it is not open for presentation at present.

In the meantime I am requesting the Golden Gate Bridge and Highway District to furnish facts and figures as to the present income and expenses as concretely reflecting the extent of its burden at the present time. That information is essential in support of any Federal action.

Sincerely yours,

/S/ Clarence F. Lea

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CONGRESS OF THE UNITED STATES
House of Representatives

Washington, D. C.
July 31, 1942

Mr. L. D. Kirkpatrick, President
Supervisors Unit
Redwood Empire Association
85 Post Street
San Francisco, California

Dear Mr. Kirkpatrick:

I thank you for your letter of July 10th in reference to relief for the situation of the Golden Gate Bridge. Seemingly the most practical way of getting relief for the situation is by an Act of Congress to limit the free toll privilege and thus save a greater operating income of the bridge.

In order to support such legislation we must have the specific information showing the financial status of the bridge, its income and expenses and the extent to which its status would be improved by the limitation that is proposed to be made on the free toll privilege.

That is the kind of information we must have to properly support legislation. It would be impossible to get Congress to appropriate money for the maintenance of the bridge without showing the facts as to the abuse of the free toll privileges and also the result upon the finances of the bridge.

As pointed out in your letter The Golden Gate Bridge is not part of the State Highway System, therefore, it is not entitled, under the law, to aid through the regular Federal Aid plan of contribution. Only the State Authorization can make it part of the State Highway System.

The Army was very reluctant to let the Golden Gate Bridge approach run through the military reservation. Their reluctance, in part, was overcome by the insertion of the free toll privilege in the permit that was necessary to secure that location for the bridge.

As it has developed the free toll privilege was too broad in its terms and has worked a great injustice upon the bridge and the bridge district.

I, of course, realize the importance of this bridge to military authorities and the defense of the Bay Area. We argued that the military forces at various times in trying to modify their opposition to the bridge approach plans. It is because of that benefit to the Army and incidentally the Federal government, that I think the exemption privilege is too liberal. It was imposed by the Army, but went far beyond the needs of the Army and Navy.

Now the fact is the permit was granted on this condition which is established as the legal right in favor of the Government under the broad terms of the exemption. The burden is on us to attempt to reduce the Government exemption by Act of Congress.

It is with a view of preparing for such legislation that we have requested the information as to what modification of the free toll privilege would be acceptable to the Golden Gate Bridge. I also asked for statistical information which will show what the result of the proposed amendment would be.

(over)

Of course, if the State could make arrangements to take over the Bridge and make it toll free, that would be the real solution of the problem.

I hope all interested groups can agree to support a practical program.

Sincerely yours,

/s/CLARENCE F. LEA

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Washington
July 23, 1942

Honorable Thomas Rolph
House of Representatives

My dear Mr. Rolph:

Receipt is acknowledged of your letter of June 20, addressed to the Public Lands Administration, Willard Building, and enclosing a copy of a letter of May 26 to you from the Redwood Empire Supervisors Unit of San Francisco, urging that steps be taken immediately for the allocation of Federal funds for maintenance of the Golden Gate Bridge.

There is no Federal law at the present time which would authorize the allocation of Federal funds for maintenance of the Golden Gate Bridge. Federal funds apportioned to the States under the Federal-aid road legislation are not authorized by law to be used for maintenance purposes. Any provision for maintenance of the Golden Gate Bridge with Federal funds would have to be made by Congressional enactment.

Very truly yours,

/s/ THOMAS MacDONALD
Commissioner

REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

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August 3, 1942

Congressman Clarence F. Lea
Washington, D. C.

Dear Congressman Lea:
Thank you for your letter of July 31st outlining legalities with reference to Congressional action to financially aid the Golden Gate Bridge.

Beside the question of toll-free use of the Bridge by numerous Federal agencies and relatives of persons on Federal payrolls, we wish to again emphasize the following important and pertinent points:

Shrinkages in revenue are due to RESTRICTIONS IMPOSED BY THE FEDERAL GOVERNMENT, FOR EXAMPLE RESTRICTION ON SALE OF AUTOMOBILE TIRES AND RECAPS. As these FEDERAL restrictions become more stringent, the Bridge will suffer greater loss in toll revenue.

In other words -- losses will accrue, not only because of toll-free use by government employes and their families, but also because of restrictions imposed by the FEDERAL GOVERNMENT UPON MOTORISTS WHO WOULD OTHERWISE USE THE BRIDGE WERE IT NOT FOR THE FEDERAL RESTRICTIONS.

We appreciate your continued interest in this matter and hope you keep us fully advised, indicating how we may render further service in support of the needed financial aid to the Golden Gate Bridge.

Extending compliments and greetings, I am

Cordially yours,

L. D. Kirkpatrick, President
Supervisors Unit

REDWOOD EMPIRE ASSOCIATION

Official Non-Profit Intercounty Governmental Instrumentality Operated by and Serving Nine Counties

C. H. DEMARAY, President. PAUL E. MUDGETT, Past President. FRANK P. DOYLE, Treasurer. CLYDE EDMONDSON, General Manager. ELLIOT M. EPSTEIN, Counsel

COUNTY VICE-PRESIDENTS AND EXECUTIVE BOARD MEMBERS

SAN FRANCISCO HAROLD J. BOYD	NAPA COUNTY S. J. WEBBER	HUMBOLDT COUNTY K. B. McCARTHY
MARIN COUNTY CLIFFORD BARTLETT	LAKE COUNTY GEORGE HOBERG	DEL NORTE COUNTY V. K. MEEDOM
SONOMA COUNTY ARTHUR W. FOSTER	MENDOCINO COUNTY WALTER SANDELIN	JOSEPHINE COUNTY JUDGE W. A. JOHNSON

EXECUTIVE BOARD MEMBERS AT LARGE: GEORGE P. ANDERSON M. GOLDMAN HARRY LUTGENS C. A. VEALE LEO LEHENBAUM

Executive Offices: 85 Post Street . . Telephone GARfield 6554-55 . . San Francisco, California

June 5, 1942

Mr. A. M. Gilbert, Secretary
Progressive Club of Stinson Beach
Stinson Beach, California

Dear Mr. Gilbert:

Thank you for analysis of traffic situation, Marin Coast.

We have released copy to the Valley papers setting forth the facts and will be glad to follow it up from time to time, in order to change misapprehensions that might exist in that area.

With best wishes and regards, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
Clyde Edmondson
General Manager

/hw



TRAVEL
STRENGTHENS AMERICA

NON-PROFIT PARTICIPATING AFFILIATED UNITS

REDWOOD EMPIRE SUPERVISORS UNIT SUPERVISOR ED HAEHL, PRES.	SHORELINE HIGHWAY ASSOCIATION SUPERVISOR GEORGE C. LINDLEY, PRES.
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REDWOOD EMPIRE CHAMBERS OF COMMERCE UNIT W. W. SHUHAW, PRES.	REDWOOD EMPIRE REAL ESTATE UNIT RICHARD FLEISHER, PRES.
REDWOOD EMPIRE HOTEL-RESORT CONFERENCE LEO LEHENBAUM, PRES.	REDWOOD HIGHWAY ASSOCIATION C. H. DEMARAY, PRES.
REDWOOD EMPIRE GARAGE AND SERVICE STATION UNIT MARK J. FENTON, PRES.	

LOS ANGELES OFFICE . . . 1000 WEST SIXTH STREET TELEPHONE . . . MICHIGAN 7501

REDWOOD EMPIRE ASSOCIATION, NEWS BUREAU
85 POST STREET
SAN FRANCISCO, CALIFORNIA

RELEASE ON
RECEIPT

HIGHWAYS OF REDWOOD

EMPIRE ARE OPEN FOR

RECREATIONAL TRAFFIC

That highway regulations recently ordered by state and military officials, designed to eliminate the showing of lights along the coast at night, do not restrict motorists from visiting ocean beaches and coastal vacation areas during daylight hours, is pointed out by the Redwood Empire Association.

"The public need have no hesitancy in visiting the coast, nor in enjoying scenic beauties of coastal highways," declared Chas. H. Demaray, president, "However, in conformity with military wishes, trips should be scheduled in such a manner that no night driving is planned for highway sectors bordering the ocean."

Other Redwood Empire highways are open to normal motoring traffic in all nine counties; the usual recreation and vacation attractions await the visitor.

President Roosevelt and other high ranking federal executives have repeatedly expressed the opinion that "planned" periods of rest and relaxation contribute greater efficiency in industrial production for a more effective war effort.

R E S O L U T I O N

WHEREAS, extreme confusion is being wrought in the public mind as the result of conflicting "hint and threat" statements emanating from Washington, concerning the automobile, tire and gasoline-rationing situation, and

WHEREAS, this confusion is lowering instead of upbuilding and sustaining national morale and confidence, the latter being highly essential to the success of the war effort; NOW THEREFORE

BE IT RESOLVED, that the U. S. Congressmen representing Redwood Empire counties, also U. S. Senators representing California and Oregon, be requested to accomplish the following:

- (a) Bring about cessation of conflicting statements above mentioned. In lieu thereof --
- (b) Bring about (for national release and publication) an authoritative, complete and factual inventory, listing: frozen new car and new tire stocks, rubber stock piles (including junk rubber), dependable future supplies of rubber (raw and synthetic), privately owned vehicles and tires, other inventories (indicating effect of deterioration of rubber in tires not in use), -- together with (and balanced against) an authoritative statement showing actual needs for prosecution of the war, -- so that the public may be factually informed, thereby securing more effective public cooperation.
- (c) Obtain and release a factual statement showing amount of gasoline now in storage in the States of Oregon and Washington, as compared with present needs; also statement as to reasons why adequate quantities of gasoline cannot continue in the future to be delivered into the states of Oregon and Washington. (Note: On May 25th this rationing was postponed. Copies of this Resolution were, on May 22nd, sent airmail special to senators and congressmen in Washington)

The foregoing is based on the inalienable right of American citizens to know the truth about conditions vitally affecting their life.

If specific information cannot be released because it might benefit the enemy, then it is respectfully recommended that the facts be ascertained by experts; that no statements be issued for publication or release via radio, unless said statements are based on full and complete facts.

Redwood Empire Supervisors Unit members, like other patriotic American citizens, will sacrifice everything necessary for the winning of World War II. However, we are of the opinion that the war effort will be more effectively served by curbing conflicting public statements; also that restrictions should not be threatened or hinted at publicly -- unless and until the actual need for imposing such restrictions occurs. This will build up public morale and confidence and engender greater cooperation with (and support to) the war effort.

BE IT FURTHER RESOLVED, that certified copies of this resolution be forwarded to each U. S. Senator and Congressman above mentioned and to others interested and affected. (by airmail special delivery today)

The above resolution was introduced by Supervisor Joseph Cox from the County of Sonoma and seconded by Supervisor Henry Mauldin from the County of Lake and unanimously adopted at the annual meeting of the Redwood Empire Supervisors Unit, held in the City of Hollywood, State of California, on May 22nd, 1942.

CERTIFICATION:

(SIGNED) L. D. Kirkpatrick,
New President

(SIGNED) Ed Haehl, Retiring President

A similar resolution, shorter in nature, was adopted by the California State Association of County Supervisors, at statewide meeting in Hollywood on May 23, 1942.

FOR YOUR INFORMATION:

You may wish to follow-up (in your own way) action taken by the Redwood Empire Supervisors Unit (county supervisors in eight California counties), as set forth on both sides of this sheet.

Copies of this material have already been sent to the U.S. Congressmen and Senators representing Redwood Empire counties in Washington, D. C.

ACTION RE HIGHWAYS -- TAKEN BY REDWOOD
EMPIRE SUPERVISORS UNIT AT ANNUAL
MEETING IN HOLLYWOOD ON MAY 22, 1942:

- (1) Necessity for Military control of highway construction is looked upon as absolutely essential and proper during the war. Nevertheless, it is urged that the basic fundamental Federal Aid Highway structure should be protected for the duration, so that after the war, usual method of matching Federal Aid appropriations by respective states for highway construction would continue (there appears to be a definite effort to wipe out existing Federal Aid Highway statutes).
- (2) In the interest of national defense, it was urged that highway projects (certified to by the Military) be cleared in Washington, with greater speed, after having been set up by respective state highway commissions and departments.
- (3) Urged passage of H.R. 6908, which would provide an additional \$100,000,000.00 for access roads (in addition to the \$150,000,000.00 included in the original National Defense Highway authorization).
- (4) Urged immediate allocation of funds for roads and streets damaged by military vehicles, when certified to by the State, in order that future Military transport movements would not be impaired.

The above action was taken in the national interest, for the benefit of the war effort and the post-war period.

(SEE OTHER SIDE)

REDWOOD EMPIRE ASSOCIATION

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SONOMA COUNTY	ARTHUR W. FOSTER	MENDOCINO COUNTY	WALTER SANDELIN	JOSEPHINE COUNTY	JUDGE W. A. JOHNSON

EXECUTIVE BOARD MEMBERS AT LARGE: GEORGE P. ANDERSON M. GOLDMAN HARRY LUTGENS C. A. VEALE LEO LEBENBAUM

Executive Offices: 85 Post Street .. Telephone GARfield 6554-55 .. San Francisco, California

May 29, 1942

Mr. A. M. Gilbert, Secretary
Progressive Club of Stinson Beach
Stinson Beach, California

Dear Mr. Gilbert:

In response to your letter of May 23rd requesting that the public be advised of the facts regarding the conditions in Marin Coast:

We are glad to have prepared and issued a release to press and radio today, per attached copy.

We will also be glad to continue to keep the public accurately informed on this subject.

Please keep us advised as to reactions.

With best wishes and regards, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
Clyde Edmondson
General Manager

/hw



TRAVEL
STRENGTHENS AMERICA

NON-PROFIT PARTICIPATING AFFILIATED UNITS

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REDWOOD EMPIRE CHAMBERS OF COMMERCE UNIT	W. W. SHUHAW, PRES.	REDWOOD EMPIRE REAL ESTATE UNIT	RICHARD FLEISHER, PRES.
REDWOOD EMPIRE HOTEL-RESORT CONFERENCE	LEO LEBENBAUM, PRES.	REDWOOD HIGHWAY ASSOCIATION	C. H. DEMARAY, PRES.
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SAN FRANCISCO HAROLD J. BOYD	NAPA COUNTY S. J. WEBBER	HUMBOLDT COUNTY K. B. McCARTHY
MARIN COUNTY CLIFFORD BARTLETT	LAKE COUNTY GEORGE HOBERG	DEL NORTE COUNTY V. K. MEEDOM
SONOMA COUNTY ARTHUR W. FOSTER	MENDOCINO COUNTY WALTER SANDELIN	JOSEPHINE COUNTY JUDGE W. A. JOHNSON

EXECUTIVE BOARD MEMBERS AT LARGE: GEORGE P. ANDERSON M. GOLDMAN HARRY LUTGENS C. A. VEALE LEO LEBENBAUM

Executive Offices: 85 Post Street .. Telephone GARfield 6554-55 .. San Francisco, California

May 19, 1942

Mr. A. M. Gilbert, Secretary
Progressive Club of Stinson Beach
Stinson Beach, California

Dear Mr. Gilbert:

Thank you for copy of letter of May 18th you sent
Sergeant Vernon Dwelly.

Certainly a very difficult situation has developed,
and we will appreciate your keeping us advised.

With best wishes and regards, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
Clyde Edmondson
General Manager

/hw



TRAVEL
STRENGTHENS AMERICA

NON-PROFIT PARTICIPATING AFFILIATED UNITS

REDWOOD EMPIRE SUPERVISORS UNIT SUPERVISOR ED HAEHL, PRES.	SHORELINE HIGHWAY ASSOCIATION SUPERVISOR GEORGE C. LINDLEY, PRES.
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REDWOOD EMPIRE GARAGE AND SERVICE STATION UNIT MARK J. FENTON, PRES.	

LOS ANGELES OFFICE . . . 1000 WEST SIXTH STREET TELEPHONE . . . MICHIGAN 7501

May 22, 1942

Mr. Clyde Edmondson, Genl Mgr
Redwood Empire Association
85 Post Street,
San Francisco, California

Dear Mr. Edmondson:

Your letter of the 19th at hand.

In response to your expressed desire to be kept advised in the matter of the closing of roads to night traffic, please know that I was called on by one of the highway patrolmen, because of my letter of May 18th, copy of which went to you.

In connection with local roads and night traffic, I was advised by this patrolman as follows:

State Highway No.1, from Diaz Ranch (where County and State Roads join) to Stinson Beach, closed to night traffic. From Stinson Beach to head of Bolinas Lagoon, night traffic with dimmed lights; same from head of Bolinas Lagoon, into Bolinas. From Head of Lagoon towards Olema, no restrictions.

County Road (between Mill Valley and Stinson Beach): dimmed lights will be required after leaving Stinson Beach for about one mile after starting towards Mill Valley. Patrolmen will be located on this road about at the entrance into Tamalpais Park, at Diaz Ranch and at 'The Oyster House' at Head of Bolinas Lagoon.

Areas are to be released from these restrictions if and when conditions warrant.

Yours very truly,

PROGRESSIVE CLUB OF STINSON BEACH

A. M. Gilbert, Secy

MAY 23 1942

Mr. Clyde Edmondson, General Manager
Redwood Empire Association
85 Post Street
San Francisco, California

Dear Mr. Edmondson:

Some of our members are reporting that their conversation with people in neighboring towns discloses a fairly general impression that Stinson Beach is under military control and is closed to the public. This false impression is doing us no good and we wish to have it known that except for certain night traffic restrictions there is no reason why the public should not visit Stinson Beach as in the past.

The restrictions applying, or soon to be applied, in connection with local highway traffic at night are as follows:

State Highway No. 1, between Diaz Ranch (where this highway begins the descent to Muir Beach) and Stinson Beach, is closed to night traffic.

When approaching Stinson Beach on the County Road from Mill Valley, dimming of automobile lights is required after leaving the woods.

Dimming of lights is also required of auto traffic between Stinson Beach and the Head of Bolinas Lagoon.

The above for your information and we will appreciate any effort on your behalf to relieve the traveling public of the impression that this is a closed area.

Yours very truly,

PROGRESSIVE CLUB OF STINSON BEACH

A.M. Gilbert, Secy

COPY OF LETTER SENT TO CONGRESSMEN LEA, WELCH, BUCK, ROLPH, MOTT and SENATORS JOHNSON AND DOWNEY.

YOU MAY WISH TO FOLLOW IT UP THROUGH YOUR OWN CHANNELS.

May 26, 1942

U.S. Senator or Congressman _____
Washington, D. C.

Dear Senator or Congressman So and So:

On the subject of highways, the following action was taken by the Redwood Empire Supervisors Unit, at annual meeting in Hollywood on May 22, 1942, respectfully relayed to you for such action as you may think proper:

- (a) That immediate steps be taken to bring about allocation of Federal funds for the maintenance of the Golden Gate Bridge, for the following reasons:
- (1) Both bridgeheads rest on Military reservations, (south bridgehead in the Presidio of San Francisco; north bridgehead in Fort Baker, Marin County).
 - (2) Governmental traffic of all kinds, types and descriptions now uses the bridge, with heavy traffic volume, toll-free.
 - (3) Restrictions imposed on the public by the Federal government (now and in the near future) in the matter of car usage on account of tire shortage, also possibility of gas rationing, is expected to so reduce toll revenue that bridge maintenance and operating expenses may not be met from revenues.
 - (4) Common property taxpayers in the six bridge district counties have not the means with which to make up deficits, especially because of the heavy Federal taxes they must meet, to finance the war effort.
 - (5) Usage of the bridge by the Military and other governmental vehicles will increase, thus imposing heavier maintenance charges.
 - (6) The Golden Gate Bridge is the only means of access between San Francisco and Northwest California, all ferry lines having ceased operating between these two points.
- (b) Necessity for Military control of highway construction is looked upon as absolutely essential and proper during the war. Nevertheless, it is urged that the basic fundamental Federal Aid Highway structure should be protected for the duration, so that after the war, usual method of matching Federal Aid appropriations by respective states for highway construction would continue (there appears to be a definite effort to wipe out existing Federal Aid Highway statutes).
- (c) In the interest of national defense, it is urged that highway projects (certified to by the Military) be cleared in Washington with greater speed, after having been set up by respective state highway commissions and departments.
- (d) Urged passage of H.R. 6908, which would provide an additional \$100,000,000.00 for access roads (in addition to the \$150,000,000.00 included in the original National Defense Highway authorization).
- (e) Urged immediate allocation of funds for roads and streets damaged by military vehicles, when certified to by the State, in order that future military transport movements would not be impaired.

Your active cooperation in support of the above will serve the national interest, and benefit both the war effort and post-war period.

With best wishes and regards and extending greetings and compliments, I am

Cordially yours,

L. D. Kirkpatrick, President
Redwood Empire Supervisors Unit

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REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

January 13, 1942

Mr. Hubert L. Voight, Publicity Director
Santa Barbara County News Bureau
114 El Paseo
Santa Barbara, California

Dear Mr. Voight:

Thank you for your good letter of January 10th and for enclosed copy of your new Santa Barbara folder.

The folder is indeed colorful, well executed and offering maximum appeal.

You are to be congratulated upon its excellent and effectiveness and pulling power.

We agree with you in toto that every effort should be made to overcome adverse effect of over-exaggerated scare lines of recent weeks.

We already have been and are taking active steps to counteract these adverse effect, attached being some examples thereof.

We are happy to report that southbound traffic entering Redwood Empire at State borders was practically the same in December, 1941 (most of that month being scare line period) as compared with December, 1940.

We have taken the technical position that, come spring and summer months, Mr. and Mrs. Public will take their weekends and spend money for their vacations, Americans being as they are -- refusing to be suppressed into immobility or to be continuously scared to death for any reason or for any cause.

Admittedly, because of the rubber shortage and restrictions, the American public will not make their usual fringed long distance tours.

Instead, as you indicate, they will take their weekends and spend their vacations in nearby resorts, within a few hundred miles, of their respective homes, instead of touring for a few thousand miles.

Perhaps this is a good thing, for a change. People will learn again to relax more and be under less pressure -- all of which will be good for the health and morale of the nation.

While we plan to continue our "publicity" nationally, at minimum cost, in order to keep the Redwood Empire in front of the national public anticipating the time when the war will be over (in the same manner that manufacturers are keeping their names before the public, though now unable to deliver their products to the public), we will also concentrate on the nearer markets, particularly those centers where high wages are being paid and funds therefore available for substantial vacations.

(over)

We understand that other county and regional travel promotion organizations will follow the same procedure.

While intense competition in the existing markets will no doubt result, this will have a tendency to increase the volume of vacation travel, which in turn will benefit all areas and regions.

You suggest that the "See California" campaign be engendered through the Western States Promotion Council.

The writer has been an active member of that Council and the Policy Committee since its inception, and the Council has been proceeding on the basis of "See All the West", with new captions and phraseology.

The Council had a very interesting session yesterday on the subject, and it is encouraging to see the number of travel promotion organizations, as well as transportation companies and travel agencies, who are proceeding with even greater steam than ever before through their respective publicity and advertising channels.

The "See All California" campaign will be proposed during the meeting of the California Newspaper Publishers Association's annual convention in Coronado this weekend, to be attended by our Publicity Director Ed Wilder and others who will support that proposition.

Glad to learn of your impending visit in San Francisco and hope to see you and discuss many matters of mutual interest.

Wishing you all continued success and with kindest regards, we are

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Clyde Edmondson
General Manager

/hw

P
Y

SANTA BARBARA COUNTY NEWS BUREAU
114 El Paseo, Santa Barbara, California
Hubert L. Voight, Publicity Director

January 10, 1942

Mr. Clyde Edmondson, General Manager
Redwood Empire Association
85 Post Street
San Francisco, California

Dear Mr. Edmondson:

I am enclosing a copy of Santa Barbara's new travel folder, just off the presses of Crocker-Union in San Francisco. The layout was designed and handled for us by Patterson & Hall, and their very clever artist, Amado Gonzales, did the drawings. It is done in lithography, as you see, and is intended for use in racks throughout the country and as a direct mail piece. Four colors were called for on the outside, but I think Fred Keast added a fifth for good measure.

I will value your comment or criticism of this brochure. It is one of the few instances in which a community folder has been executed with a minimum of non-professional interference. I operate under the board of supervisors of Santa Barbara, and Mr. C. L. Preisker, chairman, believes in having a technical job such as this done by the people who know how to do it.

We all realize that California's great tourist industry has been dealt a serious blow by the over-exaggerated blackout and Jap sub scares. This is certainly a challenge to organizations such as yours, the All-Year Club, Californians, Inc., and county organizations such as Santa Barbara's, to use all means at our disposal in allaying these alarming fears that certainly exist in the minds of those who might come to California.

There is no question but that workers in the defense industries, as well as the civilian population, must have relaxation now more than ever before if this nation is to put forth its maximum effort. It seems to me that our promotion groups concerned with travel could do much to encourage travel within the state and from our neighboring states. With tire rations and restrictions on vacation time, it seems to me that our best bet is to develop our nearest sources of travel.

If ever California communities and travel promotion groups needed to band together, that time is surely now. I believe that a "See California" campaign would meet with the cooperation of Ted Huggins and Lee Bossemeyer in their Western States Promotion Council.

I would like very much to meet you and since I expect to be in San Francisco toward the end of this coming week, I hope I may have the pleasure of making your acquaintance.

Cordially,

/S/ Hubert L. Voight

Charge to the account of

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
OVERNIGHT TELEGRAM	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1211-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Below reproduced telegram was sent to the following: Senators Hiram W. Johnson and Sheridan Downey; Congressmen James W. Mott, Clarence F. Lea, Richard J. Welch, Frank H. Buck and Thomas Rolph.

WANT A REPLY?

"Answer by WESTERN UNION"
or similar phrases may be
included without charge.

COPY

MARCH 11 1942

IF HR SIX SEVEN FIVE NAUGHT (FORMERLY HR 6617) PASSES IN ITS PRESENT FORM STATE OF CALIFORNIA WOULD LOSE OVER SIXTY PERCENT OF ITS GAS TAX REVENUE FOR STATE HIGHWAYS COUNTY ROADS CITY STREETS ACCORDING TO STATE ENGINEERS STOP SUCH LOSS PLUS ANTICIPATED LOSSES DUE TO TIRE AND AUTO SHORTAGE WOULD NOT ONLY IMPAIR CONSTRUCTION OF HIGHWAYS NEEDED BY MILITARY BUT STATE HIGHWAY ENGINEER DECLARES THAT REVENUE REDUCTIONS WOULD JEOPARDIZE ADEQUATE MAINTENANCE OF EXISTING HIGHWAYS RESULTING IN LOSSES OF MILLIONS ALREADY INVESTED IN ROADBEDS STOP TRUCK OWNERS AND OPERATORS SHOULD PAY FOR USE OF HIGHWAYS SAME AS MOTORISTS STOP STATE ATTORNIES DECLARE THAT IF BILL PASSES IN PRESENT FORM FEW IF ANY TRUCK OPERATORS IN STATE WILL HAVE TO PAY GAS TAX STOP THIS IS OBVIOUSLY UNFAIR TO OTHER HIGHWAY USERS ALSO IS UNAMERICAN AND PROBABLY UNCONSTITUTIONAL STOP LOSS OF GAS TAX REVENUE WOULD SERIOUSLY HINDER WAR EFFORT BECAUSE OF INADEQUACY OF FUNDS NEEDED TO RECONSTRUCT AND MAINTAIN HIGHWAYS REQUIRED BY THE MILITARY STOP THEREFORE BILL SHOULD BE AMENDED SO THAT STATE GAS TAX LEVIES WILL NOT BE AFFECTED STOP ALSO RESPECTFULLY URGE THAT YOU IMMEDIATELY TAKE STEPS TO CUT RED TAPE AND BREAK BOTTLENECKS IN WASHINGTON THAT ARE DELAYING VITALLY IMPORTANT HIGHWAY PROJECTS OUT HERE.

(SIGNED) CLYDE EDMONDSON GENERAL MANAGER
REDWOOD EMPIRE ASSOCIATION

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeat-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic telegram or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by the filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 5,000 or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office; in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Company does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone within the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the message is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS

A full-rate expedited service.

DAY LETTERS

A deferred service at lower than the standard telegram rates.

SERIALS

Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS

Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

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A service to ships at sea, in all parts of the world. Plain language or code language may be used.

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The standard service, at full rates. Code messages, consisting of 5-letter groups only, at a lower rate.

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Overnight plain-language messages.

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Messages taking precedence over all other messages except government messages.

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(Additional Words, 2½¢ each)

GREETINGS AT

Christmas	New Year	Easter
Valentine's Day	Mother's Day	Father's Day
Jewish New Year	Thanksgiving	

CONGRATULATIONS ON

Anniversaries	Weddings
Birthdays	Commencement
Birth of a Child	

MISCELLANEOUS

Bon Voyage telegrams	"Pep" telegrams
Kiddiegrams (No 35¢ rate)	

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

RUSH

REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

March 12, 1942

AMERICANS ... SPEAK UP ... THIS IS YOUR WAR AND YOU ARE ON THE
FIRST CONTINENTAL FRONTIER, IN THE WESTERN COMBAT ZONE!

In 1917, President Woodrow Wilson said:
"A free Government needs criticism in war
more than it does in peace, so long as it
does not obstruct the war effort."

- (1) If H. R. 6750 (substituted for the original H. R. 6617), mentioned in attached copy of telegram, is passed as is -- then county, city and state treasuries will lose over 60% of their gas tax revenue, according to State Highway Engineer C. H. Purcell, who just telephoned this office.

Such losses, together with losses due to non-highway use caused by rubber shortage, will mean existing highways cannot be properly maintained, according to Mr. Purcell.

If you do not wish such losses to occur and if you do not want to see your highways disintegrate and become useless because of lack of maintenance funds -- then you may wish to wire your U. S. Senators and Congressman, urging amendment of H. R. 6750 so State gas tax revenues will not be affected.*

- (2) The State Highway Department advises this office that numerous important highway projects are bottle-necked in Washington, wrapped up in seemingly endless red tape, which has brought highway operations to a practical standstill here.

*You may also wish to urge your U. S. Senators and Congressman to immediately start cutting this red tape, to the end that projects submitted may be quickly certified and work commenced.

Developments during the past few months indicate that Washington functions for the public interest when the public expresses itself specifically.

ACTION, AS ABOVE SUGGESTED, IS STRICTLY IN THE PUBLIC INTEREST ...
BENEFICIAL TO THE SUCCESSFUL PROSECUTION OF YOUR WAR.

(OVER)

C
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AMERICAN ROAD BUILDERS' ASSOCIATION
International Building
Washington, D. C.

March 10, 1942

Mr. Clyde Edmondson, Director
Public Relations Division,
American Road Builders's Association, and
General Manager
Redwood Empire Association
85 Post Street
San Francisco, California

Dear Mr. Edmondson:

Enclosed is a copy of Bill H. R. 6750, which is self-explanatory. We also enclose a copy of a bulletin which we are sending to all members today.

This bill is so far reaching in its effect that it commands your careful study and immediate action. The report on the bill is not yet available so additional information as to interpretation is not available. However, the bill is an encroachment on States Rights and if it covers exemptions on gasoline taxes, as the bill implies, it will certainly wreak havoc with the highway departments. At the present time there is practically no provision for any state highway construction and if this bill becomes law the maintenance program would be so ineffective that the present highway system will rapidly deteriorate.

We suggest that you make it a point to bring this to the attention of, not only your members, but to every city, county and state official in your state. This bill is of such importance that it should have the serious consideration of your Governor. This latter suggestion is made in view of the fact that the bill not only relates to taxes which affect highways but many other local and state taxes.

The only way to approach this legislation is through the constituents of congressional representatives and we ask your full cooperation in seeing that this is done immediately.

Cordially yours,

/s/ CHARLES UPHAM
Engineer-Director

REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco

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August 26, 1941

MR. HAROLD K. CRANE, Chairman
Street and Highway Committee,
SAN FRANCISCO CHAMBER OF COMMERCE,
155 Montgomery Street,
San Francisco, California

Dear Mr. Crane:

Thank you for your invitation of August 25th to attend meeting of the Street and Highway Committee of the San Francisco Chamber at 10:30 o'clock this coming Thursday, August 28th.

It would be a pleasure to attend were it not for the fact that the writer must necessarily be in Sacramento on official business under previous commitment which cannot now be set aside.

Since the subject of the meeting "---to determine upon appropriate safeguards against a repetition of the fatal accident which occurred on the Waldo approach to the Golden Gate Bridge last week," is named in your letter, the following informal observations of important leaders are respectfully relayed:

- (a) That the proper solution to the problem would be the immediate construction of the Sausalito Lateral. Properly constructed the Sausalito Lateral would offer a lower grade and would automatically carry heavy troop, truck and bus traffic, thus relieving the Waldo approach for almost exclusive use by automobile traffic. Transfer of heavy vehicular traffic from Waldo approach to the Sausalito Lateral would eliminate the hazards created by heavy, slow-moving vehicles now existent on the Waldo approach.
- (b) It is respectfully recommended that the San Francisco Chamber of Commerce exert its active support and influence in favor of the campaign already underway, sponsored by the Redwood Empire Association and the Golden Gate Bridge and Highway District -- designed to bring about the inclusion by the Military authorities of the Sausalito Lateral into the National Defense Highway System, which would legally qualify the Sausalito Lateral for subsequent allocation of National Defense Highway appropriations, when passed by the Congress and signed by the President.

Present status of the new Defense Highway bills, since the President's veto of first \$320,000,000.00 bill, is described in the attached data (\$190,000,000.00 already passed by the Senate; expect new House bill will provide greater appropriation, based on minimum requirement of \$452,000,000.00 needed for the strategic network and \$350,000,000.00 needed for access roads, according to the Army and U.S. Public Roads Administration).

Active support of the San Francisco Chamber to the latter is important. Designation of the Sausalito Lateral as a Defense Highway and allocation of National Defense Highway appropriations thereto is the only quick method of financing said lateral for the following reasons:

- (1) Not being in the State Highway System the Sausalito Lateral cannot be granted State Highway funds except under Joint Highway District proceedings, requiring two or more counties to pool funds for state matching. County taxpayers have not these funds. The Joint Highway District funds are limited, besides most of said funds having already been committed to other projects.
- (2) From the southerly tip of the present 4-lane highway at Waldo the Sausalito Lateral is technically a city street to Fort Baker line, from that point it is a road through a military reservation.

Certainly the taxpayers of Sausalito have not the funds to build the lateral, nor should they be expected to finance the project, which is not only state-wide but of inter-state importance besides being of national defense importance.

- (3) The Sausalito Lateral is not now legally entitled to regular Federal Aid farm-to-market funds for the reason that present Federal statutes prohibit expenditure of regular Federal Aid highway funds on approaches to toll bridges not state owned.

At our request, Congressman Lea recently introduced a bill proposing to amend said statutes to permit allocation of regular Federal Aid funds on approaches to toll bridges "owned by political sub-divisions of states". This bill has not yet been passed because of other involved legal observations.

The Sausalito Lateral certainly qualifies as a National Defense Highway sector for obvious reasons; namely:

The Golden Gate Bridge heads, which the Sausalito Lateral would directly serve, rest on Federal owned military reservations; The Bridge and laterals are the only existing connections between military posts and reservations in and near San Francisco on the one hand -- and those in Marin County, Mare Island Navy Base and other posts and reservations already authorized in the Northbay.

Obviously, the Waldo approach is inadequate for fast and safe movement of heavy panzer and other equipment, as already demonstrated; one heavy slide in winter (as has occurred every winter past), or one well-placed bomb, would put the Waldo approach out of commission -- the only other approach being through the narrow, crooked, right-angle streets of Sausalito.

Therefore, because of its direct service and proximity to and actual partial location within a military reservation, the Sausalito Lateral qualifies as an access road; because of its connection with and relationship to the inter-state, coastal highway system, it would qualify as a strategic highway.

Pardon the length of this communication but it was necessary to summarize the whole picture to convey the present legal restrictions and point the way to adequate financing by the only present available channel.

Wishing you a successful meeting and with kindest regards, I am

Sincerely yours,

CLYDE EDMONDSON
General Manager.

CE:vk
enc.

REDWOOD EMPIRE ASSOCIATION, NEWS BUREAU
85 POST STREET
SAN FRANCISCO, CALIFORNIA

RELEASE ON
RECEIPT

Rehabilitation of storm-damaged sectors on Route 56, Shoreline Highway in the near future was indicated this week, as the result of requests submitted to the California Highway Commission in Visalia last Friday, by the General Manager of the Redwood Empire Association.

Engineers of the State Department of Public Works reported to the Commission that delay in highway repairs was due to waiting until July 1st when new biennium budget funds become available.

The Commission instructed the engineers to proceed with the utmost speed in rehabilitating the damaged sectors, so as to eliminate existing traffic hazards.

The Association's General Manager also urged that the Commission appropriate funds for major reconstruction of Marin county's Shoreline Highway at the earliest possible moment; that the State Department of Public Works and the Commission request national defense highway allocations, when made available by Congress, appropriation bills for which are now being acted upon by Congress, sponsored by the Redwood Empire Association through mobilization of forces in the 11 western states.

Marin Coast Chamber of Commerce

The Heart of Marin County . . In the Redwood Empire

Pt. Reyes Station, Calif.,

June 16, 1941

Mr. A. M. Gilbert, Sec'y
Progressive Club
Stinson Beach, Calif.

Dear Mr. Gilbert,

A meeting of representatives of the various organizations of Western Marin in conjunction with the Redwood Empire and the Shoreline Highway Associations, has been called for Wednesday evening, June 25, at 7:30 in Point Reyes Station. Dinner will be served at Mom's Place at \$1.00 per plate.

We hope you will come with suggestions and recommendations regarding roads, recreations, etc., as we believe unified action will get results.

Kindly let us know how many will attend from your organization.

Sincerely,

A. C. Pfefferkorn
A. C. Pfefferkorn

ACP:G



MARIN COUNTY CHAPTER
AMERICAN RED CROSS

VIRGINIA WHITING NEWHALL, JR.
MEMORIAL HEALTH CENTER

712 FIFTH AVENUE

SAN RAFAEL, CALIFORNIA. April 8, 1941

Mr. A. M. Gilbert
Secretary, Progressive Club
Stinson Beach
Marin County, California

Dear Mr. Gilbert:

I am glad to hear of the interest shown in the formation of a life guard crew to patrol the recently acquired public beach. Your volunteer group sounds very promising and I am sure they will do fine work during the coming summer season.

The Red Cross can-buoy has been in use at the Tamalpais High School, but you can count on having it for use at the beach. The Marin County Chapter will arrange to get it to you the very next time someone is going to Stinson Beach from San Rafael.

Mrs. Palmer and I are looking forward to seeing you in the near future.

Very sincerely yours,

L. E. Palmer
by N.D.

L. E. Palmer
Chairman, First Aid
Marin County Chapter

*Heat delivered to
Woodington Apr. 12
Armstrong*

THOMAS ROLPH
4TH DIST. CALIFORNIA

HOME ADDRESS:
SAN FRANCISCO

Congress of the United States
House of Representatives
Washington, D. C.

April 8, 1941.

Progressive Club of Stinson Beach,
Stinson Beach, Marin County,
California.

Attention: Mr. A.M. Gilbert, Secretary.

Gentlemen:

RE: DEFENSE HIGHWAY CONSTRUCTION

This will acknowledge receipt of your letter of April 3, advising me of the action taken at the regular monthly meeting of the Progressive Club of Stinson Beach, with reference to the appropriation recommended by the Federal Works Administration.

I want to assure you that this matter is being carefully followed by me and that I will do whatever I can to help.

Thanking you for writing me and with every good wish, I am

Cordially yours,

Tom Rolph
THOMAS ROLPH.

TR:O'B

MARIN COUNTY CHAPTER
AMERICAN RED CROSS

VIRGINIA WHITING NEWHALL JR.
MEMORIAL HEALTH CENTER

214 FIFTH AVENUE

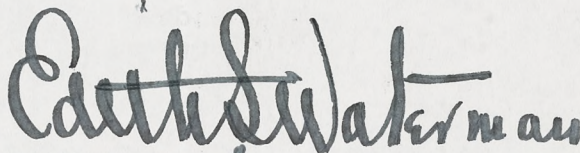
SAN RAFAEL, CALIF., June 6, 1939

Mrs. Hilda M. Grunert, Secretary
The Progressive Club of Stinson Beach
Stinson Beach, California

Dear Mrs. Grunert:

I shall be glad to lay before our Board of Directors at the next Quarterly Meeting, to be held June 15th, the request of the Progressive Club for additional safety equipment at Stinson Beach, but before doing so I should like to know who would be directly responsible for the equipment, and what protection against thievery could be guaranteed. There have been unusually heavy demands upon our chapter treasury since January first, but we are deeply interested in accident prevention and you may rest assured we shall give your request careful consideration.

Very truly,

A handwritten signature in dark ink, reading "Edith S. Waterman". The signature is written in a cursive style with a large, prominent "E" and "W".

(Miss) Edith S. Waterman
Chairman, Marin County Chapter
American Red Cross

April 3, 1941

Mr. Clarence F. Lea
U. S. Congressman
Washington, D. C.

My dear Congressman:

RE: Defense Highway Construction

It appears that the amount of the appropriation recommended by the Federal Works Administration for defense highway construction is inadequate to meet the requirements, the recommended amount for the strategic network of the entire United States being less than that estimated for the requirements of California alone.

The inadequacy of the recommended appropriation is made very apparent by a further recommendation that the Federal funds be matched by funds from the respective states.

Please be advised that at a regular monthly meeting of this organization, last night, a motion was passed that this letter be addressed to you, urging:

- (a) That adequate Federal appropriations be made available for National Defense Highways as already prescribed by National defense and military authorities.
- (b) That the States be not required to match funds for said highways.

Respectfully yours
PROGRESSIVE CLUB OF STINSON BEACH

A.M. GILBERT

SECY

REDWOOD EMPIRE ASSOCIATION

. . 85 Post Street . . San Francisco . . . GARfield 6554

From:

Address:

Date:

To:

Address:

March 20, 1941

Subject:

IMMEDIATE ACTION AGAIN ESSENTIAL:

Attached copy of article by Office Engineer Richard H. Wilson, State Division of Highways, indicates the need for the Federal government to provide adequate funds for strategic network, tactical and access roads, immediately.

Unless the Federal government provides adequate funds, allocations in the 1941-43 State Highway Biennium Budget are in jeopardy and your State highways may suffer!

It is therefore important that you immediately communicate with those named below, urging:

- (a) That adequate Federal appropriations be made available for national defense highways as already prescribed by national defense and military authorities;
- (b) That the States be not required to match any Federal funds for said highways.

Your communications should be immediately transmitted to each of the following:

U.S. Congressman Clarence F. Lea

U.S. Congressman Richard J. Welch

U.S. Congressman Thomas Rolph

U.S. Senator Hiram W. Johnson

U.S. Senator Sheridan Downey

Copy of your communications will be appreciated in this office for our guidance in re-mobilizing campaigns in the Western States.

With best wishes and regards, we are

Sincerely yours,

M. Goldman, Chairman
Nine-Counties Highways Committee, and
Chairman, Western States
Defense Highway Conference

April 3, 1941

Hon. Sheridan Downey
U. S. Senator
Washington, D. C.

My dear Senator:

RE: Defense Highway Construction

It appears that the amount of the appropriation recommended by the Federal Works Administration for defense highway construction is inadequate to meet the requirements, the recommended amount for the strategic network of the entire United States being less than that estimated for the requirements of California alone.

The inadequacy of the recommended appropriation is made very apparent by a further recommendation that the Federal funds be matched by funds from the respective states.

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- (a) That adequate Federal appropriations be made available for National defense highways as already prescribed by National defense and military authorities.
- (b) That the States be not required to match funds for said highways.

Respectfully yours

PROGRESSIVE CLUB
of
STINSON BEACH

A. M. Gilbert Secy

April 3, 1941

Hon. Richard J. Welch
U. S. Congressman
Washington, D. C.

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Respectfully yours,

PROGRESSIVE CLUB of
STINSON BEACH

A. M. Gilbert

Secy

April 3, 1941

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U. S. Congressman
Washington, D. C.

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PROGRESSIVE CLUB
of
STINSON BEACH

A. M. Gilbert

Secy

April 3, 1941

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U. S. Senator
Washington, D. C.

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- (b) That the States be not required to match funds for said highways.

Respectfully yours

PROGRESSIVE CLUB of
STINSON BEACH

A.M. Gilbert Secy

No. _____

Jan 8 1941

Received from A. M. Gilbert
Ten and 50 Dollars

100

Shoes Received - Fitzhugh, Strain,
Wilson, Hagenbuch, Pappas, Goodfellow
M. L. Smith
\$ 10.50 Marion Hart
Treas.

No. _____

Jan 29

1941

Received from A. M. Gilbert

Seventy and ⁵⁰/₁₀₀ Dollars

Due received from Amistead, Schaffer,
Bunwell, Dabney, Elwell, Leeds, Kunn,
Gilbert,

\$ 16 ⁵⁰/₁₀₀

Marion Hart - Treas.

MARIN COUNTY CHAPTER
AMERICAN RED CROSS

Virginia Whiting Newhall, Jr.
Memorial Health Center

712 Fifth Avenue

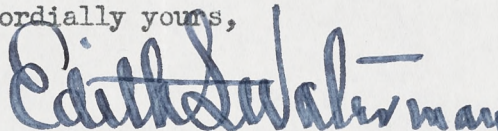
San Rafael, California, February 3, 1941

Mr. A. M. Gilbert, Secretary,
Progressive Club of Stinson Beach
Stinson Beach, California.

Dear Mr. Gilbert:

We are most grateful for the donation of five dollars from the Progressive Club. We feel it to be an indication of a genuine interest on the part of Stinson Beach residents in the work of their Red Cross Chapter. It was a satisfaction to conduct the classes in First Aid in Stinson Beach, and since we have been advised that we must play an active part in the Defense Program every certificate issued helps in that direction.

Cordially yours,


(Miss) Edith S. Waterman
Chairman

January 29, 1941

Miss Edith S. Waterman, Chairman
Marin County Chapter
American Red Cross
San Rafael, California

Dear Miss Waterman:

At the last meeting of this organization,
it was voted that the enclosed modest check be
sent to the Marin County Chapter of the American
Red Cross.

This club is most appreciative of the fine
spirit of cooperation shown by your organization
in the field of emergency aid and would be greatly
pleased to have you accept this small donation
with our best wishes.

Yours very sincerely

PROGRESSIVE CLUB OF STINSON BEACH

A.M. Gilbert Secy.

May 31, 1939

IMPORTANT...QUICK ACTION ESSENTIAL...

Legislative bill calling for transfer of State-owned harbor (in San Francisco)--to the City and County of San Francisco has passed the Assembly and is now in the Senate for consideration and action.

As you know, your Association's Inter-County Legislative Conference and Supervisors Unit endorsed this measure in March and now again respectfully urges you to immediately communicate with your State Senator--urging his active support to the measure, for the following reasons, among others:

- (1.) Return of the harbor to San Francisco would benefit Northbay counties and all of Northern California--economically and otherwise.
- (2.) If the harbor remains under State control, taxpayers throughout the State will no doubt be taxed to cover operating deficits arising out of loss of revenue from ferry companies that no longer rent facilities at the Ferry Building (also ferries that will discontinue after the Exposition is over).

By transferring the harbor to San Francisco, it will be incumbent upon San Francisco to worry about deficits, thus relieving taxpayers of the State. San Francisco will step out and develop the harbor, promote new tonnage and therefore new revenue, all of which will create greater circulation of money in Northern California.

The State does not promote any particular volume of business for the harbor, nor does it carry on any substantial campaign to increase tonnage, because by doing so, the state would enter into competition with other harbors in California, all of which are city-owned.

- (3.) San Francisco, for years, has supported the progressive development of the Northbay counties, with particular reference to aid in obtaining funds for the improvement of Federal and State highways in Northbay counties--which has made it possible for farmers and growers to transport produce to market at less cost.

San Francisco has contributed liberally to the development of tourist traffic, resulting in expenditure of millions of dollars by tourists--to the benefit of every channel of trade in Northbay counties. Therefore, San Francisco, as a co-partner in your Redwood Empire, is entitled to the support of the Northbay Counties in this particular harbor transfer measure.

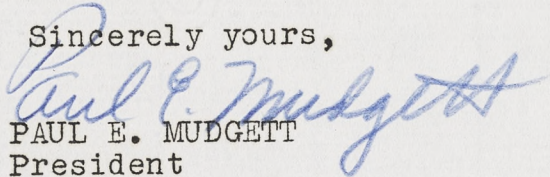
Of all the regions in California--your Northbay has been favored and has benefitted the most, as the result of San Francisco's ever-present support--financially and in many other ways, over a period of many years. San Francisco has actively cooperated with your Northbay more than any other area in the State.

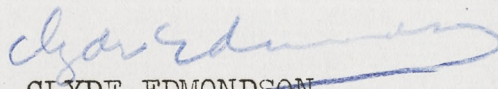
In fact, San Francisco has always "gone overboard" for your Northbay area.

Economically and every other way, the San Francisco Harbor transfer bill merits your active support and we will greatly appreciate your immediately urging your Senator to support the measure.

Thanking you and with best wishes and regards,

Sincerely yours,


PAUL E. MUDGETT
President


CLYDE EDMONDSON
General Manager

REDWOOD EMPIRE ASSOCIATION

Non-Profit Travel Promotion Organization and Government Instrumentality Operated By Nine Counties

PAUL E. MUDGETT, President GEORGE P. ANDERSON, Past President FRANK P. DOYLE, Treasurer CLYDE EDMONDSON, General Manager ELLIOT M. EPSTEEN, Counsel

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MARIN COUNTY W. D. FUSSELMAN	LAKE COUNTY GEORGE HOBERG	DEL NORTE COUNTY V. K. MEEDOM
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EXECUTIVE BOARD MEMBERS AT LARGE: M. GOLDMAN HARRY LUTGENS GAIL D. APPERSON H. G. RIDGWAY LEO LEBENBAUM

Executive Offices: 85 Post Street . . Telephone GARfield 6554-55 . . San Francisco, California

May 11, 1939

Miss Hilda M. Grunert, Secretary
Progressive Club of Stinson Beach
Stinson Beach, Marin County
California

Dear Miss Grunert:

Your letter of May 8th addressed to
Mr. Edmondson has been received in his absence
in the east, and will be handed to him on his
return.

Mr. Edmondson is concentrating on
securing more national publicity for the Redwood
Empire; also on legislation vitally affecting the
nine counties, on this trip.

With kind regards, I am

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

Valerie Kuhn

By Valerie Kuhn

K/hm

NON-PROFIT AFFILIATED UNITS

REDWOOD EMPIRE SUPERVISORS UNIT E. J. GUIDOTTI, PRES.	SHORELINE HIGHWAY ASSOCIATION GEORGE LINDLEY, PRES.
REDWOOD EMPIRE NEWSPAPER PUBLISHERS UNIT E. L. FINLEY, PRES.	REDWOOD EMPIRE MOTOR COURT UNIT GEORGE PARRISH, PRES.
REDWOOD EMPIRE CHAMBERS OF COMMERCE UNIT W. W. SHUHAW, PRES.	REDWOOD EMPIRE REALTORS UNIT W. F. WHITNEY, PRES.
REDWOOD EMPIRE HOTEL-RESORT CONFERENCE LEO LEBENBAUM, PRES.	REDWOOD HIGHWAY ASSOCIATION PAUL E. MUDGETT, PRES.
REDWOOD EMPIRE GARAGE AND SERVICE STATION UNIT MARK J. FENTON, PRES.	REDWOOD EMPIRE AND NORTH COAST COUNTIES DISTRICT CHAMBERS OF COMMERCE

The Association Sponsored the REDWOOD EMPIRE EXPOSITION COMMISSION (separately financed entity) J. P. Kelly, President